exhaustive study. And for the record, our report was
actually 967 pages long. But we have exhaustively
studied this intersection. We have analyzed this
intersection for a number of peak periods, for
seventeen intersections. And we understand what is
going on now; we understand what is coming in the
future; we understand what our project is going to
generate; and we understand what improvements we have
to do in order to offset those impacts. We feel what
we proposed -- with what we have proposed the area
roadway network can operate with acceptable levels of
service throughout the corridor, especially with our
recommended improvements which is going to
considerably improve current conditions and current
deficiencies on the roadway network.

So with that, I believe I am passing off to Rich
Granoff. But I look forward to more discussion and
comments from the Commission and a chance to hear
from the public as well.

MS. PARKINS: Attorney Thomas, can you give us
an approximate remaining time for the presentation,
just so the people in the audience are aware of it?

ATTY. THOMAS: About twenty minutes.

MS. PARKINS: Okay. Thank you.

A VOICE: How much time?

MS. PARKINS: About twenty minutes.

MR. GRANOFF: I’ll try to be quick.
A VOICE: Thank you.

THE COURT: It will be fifteen minutes over what we asked them to try to, so I think that is reasonable.

MR. GRANOFF: We'll get that down to ten or fifteen; how is that?

MS. PARKINS: Thank you.

MR. GRANOFF: Good evening, members of the Commission. My name is Rich Granoff. I am the head of Granoff Architects and along with me is my business partner Erik Zambell.

We were asked by the developers to come up with some schematic designs for Parcels A the retail and E the residential. And we had a couple of very long meetings where we brainstormed on concepts. And the lifestyle center was really the overarching theme that they and we wanted to do something that was -- that has not been done regionally and that really is the future of a development. And there has been a lot written on this. I know our attorney has distributed an article. But every day I open up the paper and there is more and more written on the future of lifestyle developments. So obviously it's a mixed use project and we were asked to focus on a few things.

The first in Parcel E is a 450 unit residential building, multi-family. And the beginning of the
concept is to have a building that is centered on a community space with an outdoor space with lengthy swimming pools and areas for gathering and fire pits and hanging out. So basically we’re creating a community within a community in this project.

We are purposely using in what I want to call a dramatic forward thinking architecture, which has a mix of materials and is purposely using a lot of stone that will be used on the site. That is one of the things in the future of the site. There is a lot of ledge and rather than carting it away, we plan on using it in all of the buildings on the site.

We’ve got a dramatic entry. We’ve got inside a 35-foot tall lobby. We have a lot of amenities, including a fitness center, yoga, spinning room, business center, and many other amenities that are really not available to apartment buildings in the area.

In addition to a courtyard, we fully intend to integrate the building into the site and take advantage of the exercise trails, pocket parks, and tie into the green — the green development that is existing on the site in the area.

One last feature is most of the rooftop will have access for use of residence in the building. We have personally designed many very interesting rooftop setups and would like to do so on this
building as well. And Erik is going to be able to
talk about the details of those.

MR. ZAMBELL: I will be the briefest.

The retail as lifestyle is about creating a
connection with both the apartment and the
residential pod and community with the greater
community at large. The two pods, as mentioned by
Jim, are designed in a distinctly different way as
one being more of what could be considered a
traditionally shopping center in terms of the parking
layout to the building. The lifestyle aspect for
that comes into creating scale that lends itself to
the lifestyle branding retailers and restaurants. So
this depicts the L-shape in that particular plan.

That continues and develops a little bit further
into Pod B where this is more of the pedestrian mall
or the actual interface where you can hangout. There
will be benches; there will be fountains. There is
more of a public space personality to this part of
the retail.

Both retails continue, like Rich was discussing,
bringing in some of the -- with the using the stone
from the site, but also it is all about again the
pedestrian scale, whether that be on the traditional
shopping center or pedestrian mall that we have in
Pod B.

MR. KERIN: Good evening. For the record, my
name is Chris Kerin. I am a partner in the real
estate firm of Kerin and Fazio located in Fairfield,
Connecticut. I am a State Licensed Real Estate
Appraiser in the State of Connecticut. And I have
been asked to do a fiscal impact study of this
project and also to look at the current state of the
apartment market locally.

Now in conducting the physical impact study I
inspected the property, looked at the Assessor’s Map
and the Zoning Map for the property and the field
cards. I also looked at the plans that were
presented here tonight. I studied the Grand List of
the City of Shelton. I also talked to your Assessor,
Bill Gaffney regarding motor vehicle and real estate
taxes for this project. I also studied the Board of
Education budget and we talked to someone at the
Board of Education with regard to school children and
also reviewed the Shelton approved budge for

So in estimated revenues for the apartment
complex we looked at the existing apartment complexes
that are in the City. We looked at Avalon Shelton,
Avalon in Huntington, and the Renaissance. This is
going to be a luxury apartment development most
similar to what we have at the Renaissance. I also
looked at Avalon in Trumbull and a newer development
111 Stratford Apartments over in Stratford.
And based on our analysis, this project, the apartment portion of it, would bring in $1.478 million dollars in tax revenue per year. After taking out any school expenses and any anticipated municipal expenses for the additional residence that are going to live in these apartments, the annual net revenue from the apartments are $726,000, or a little bit more than that, each year.

For the commercial components we did the same thing with the residential. We looked at existing commercial facilities in town. We looked at retail office, medical office, and assisted living. We looked in the City and in nearby cities. We estimated the revenue from each one of those. Now it is important to note that we are only looking at direct revenue here. We are not considering any secondary impacts. Obviously people who are going to shop here may live here and may also, you know, shop at the local markets, but we are not really looking at those. And also with the apartment we are not looking at what the apartment dwellers are to be spending retail throughout the City. We are just looking at direct revenue due to taxes on the property.

The commercial component the revenue that is anticipated each year from the commercial component is a little over $2 million dollars. So it is a
significant project, but it also brings in
significant tax benefits to the City.

So in conclusion, based on my analysis, it is my
opinion that the proposed apartment development is
fiscally beneficial for the City of Shelton,
generating revenues of approximately $726,000
annually.

The proposed commercial development brings an
additional gross revenue of over $2 million dollars
per year. And overall the proposed mixed use
development makes good economic sentence as it
generates positive annual revenues for the City.

I was also asked to look at the feasibility of
developing a multi-family project in Shelton at this
time. And really I think the actual vacancy rate for
existing projects really tells a story. For the
Renaissance the vacancy rate currently for the
apartments, not including the condominiums just the
apartments, it’s 1.6 percent. Avalon Huntington is 3
percent; Avalon Stratford is 6.2; Avalon Shelton is 6
percent. And then there is Monroe and a couple of
more in Stratford. But the overall vacancy rate for
apartments is 4.9 percent, and that’s a very healthy
vacancy rate. You are going to always have some
baseline vacancy for apartments because people are
moving in and moving out constantly. But that bodes
well for this type of development. And frankly,
apartment developments that have been put up in the past five years they don’t stay vacant; they lease up relatively quickly throughout Fairfield County.

So in conclusion with regard to the apartment market study, the Shelton multi-family market is strong. The vacancies rates are low for new apartment developments in the market. The low vacancy rates are driven by the high cost of housing in the region and the limited supply of affordable alternatives. The sales data demonstrates strong demand for large multi-family developments. National investors are really driving (inaudible) down. They are really aggressively looking for apartment developments because they are such a stable investment.

The increased demand for apartments there is increased demand for apartments in the millennial generation. This type of lifestyle center is really suited for the kids that are coming out of college in the millennial generation. And the proximity of a (inaudible) center such as the corporate office tower development - -

MS. PARKINS: Ladies and gentlemen, I did ask for respect for the speakers, please.

MR. KERIN: So finally in conclusion, there is a strong demand for in the Shelton market area to support new multi-family construction. Thank you.

A VOICE: If we could just go back to the slide
of projected revenue.

MR. KERIN: Yes.

A VOICE: You are going to lose the office, right, the medical office and the assisted living. That is about $650,000 that is going to come off of the $2 million figure?

MR. KERIN: If the medical office and the assisted living are not developed and there is nothing else developed on those parcels, then the $71,000 and the $580,000 are not going to be there as revenues.

A VOICE: That is what I am saying. It just needs to be updated. It sounds like they are tabling those two activities.

MR. KERIN: I was told they were on the site plan and we would put them in for consistency purposes, but I'll let Attorney Thomas handle that. Thank you.

ATTY. THOMAS: Again right now we are designating that as a future -- you're correct as to the math. As we went through the responses and the concerns that we had and through our marketing, this report had already been tasked. So yes, that's correct on the math. It is not our intention, clearly, to leave that blank, but as a future development. You know it is a future development area. In fact, we are looking into other
developments at this point. But to proceed through this sizeable project at this point we wanted to leave the reports the way that they are, but we wanted to clarify at the beginning what our intent was.

That's -- again, we tried to keep it down so that there would be the opportunity for the Commission to question or the public to begin to participate. As you stated, you anticipate to keep it open and we don't think that there will be an exchange with your staff, so that we can respond to any questions or concerns at the next public hearing, also.

MS. PARKINS: All right. Thank you. The Commission will resume their seats.

So I would ask the Commission at this point is there any pressing questions that you have, or would you like to hear from the audience members first?

A VOICE: Hear from the audience members first.

MS. HARGER: I have a question.

MS. PARKINS: Commissioner Harger?

MS. HARGER: I was just wondering, and I think it something that you should be able to answer, are there any sidewalks planned for this particular proposal development.

MR. SWIFT: Yeah. For the record, Jim Swift.

Yeah, there are. We are trying to work out how
those are out to -- I mean the connections from the residential is probably the most important. This is fairly level and straight and pedestrian connection to this development over here is very easy. That is not an issue. We are looking at some of the ways we could do cross-country. We got some grade challenges to connect in this line here, but we are still trying to -- we are looking to get that done.

But all of these streets are comparable to say the Commerce Drive grades. So any streets that you see or main driveways will have sidewalks that connect to each other.

MS. PARKINS: Okay. Any other questions from the Commissioners at this time?

Okay. Prior to me opening it up to the public, I am going to ask if there are any public officials in the audience that would like the opportunity to speak at the beginning.

Later on, Alderman Anglace?

Alderman Capra, would you like to speak now or later? Now?

ALDERMAN CAPRA: Good evening. My name is Jim Capra. I am a Four Board Alderman in our great City. I am here tonight not just representing my district, but representing every resident in our City.

When doing my homework on this plan, I had to
take a step back and ask does this plan really help
make Shelton a better place to live? Is this project
the right use for the land these developers want to
build on? I don’t think so.

(APPLAUSE)


ALDERMAN CAPRA: It’s okay. No. No.

MS. PARKINS: Your comments need to be addressed
to the Commission, please.

ALDERMAN CAPRA: I am. I am. This is going to
go to the Commission.

Will it help our Grand List? I have not heard
that here. As Alderman we approve the City budget
every year and we spread ourselves thin as it is. I
can’t see us lowering the mill rate anymore because
of this one project.

Many people voice their concerns of building a
450 unit apartment complex 9 stories high. Folks, we
don’t need it there. You want to bring in high-end
retail? How do you plan on doing that? Here is an
example:

We were promised high-end retail on the project
on Bridgeport Avenue where the new Big Y is being
built. Does anyone here tonight know exactly what is
going in the Big Y Plaza; Goodwill and nail salons.
High-end retail? We were duped. The reason I say
this is why would high-end retail go in your new
development when high-end retail like Whole Foods, Trader Joes, Fairway Market, has zero interest to coming to Bridgeport Avenue.

I am proud to live in the Huntington District, but I have a special place in my heart for downtown. I work as a property manager downtown and I can tell you downtown developers and businesses have patiently been waiting for economic growth downtown. We do not need to be spending time developing more around Bridgeport Avenue. We need to make downtown desirable for developers. We have great waterfront property right on Canal Street. Please encourage the developers to build apartments downtown. I want competition. We want great restaurants downtown and high-end retail. Let’s bring Whole Foods or something similar to that.

If this project gets approved, I truly believe it will be many years until we see real economic growth downtown. This is bad for the residence of Shelton, bad for Bridgeport Avenue, and bad for the downtown future.

Adding more development on Bridgeport Avenue will simply water down demand for downtown. If we want to see property values rise in the downtown area, we cannot support this project.

I oppose this project. I ask each P&Z member to vote no on this project. And I encourage all
developers to build downtown. Thank you very much.

MS. PARKINS: Folks. If you want to be -- if you want an opportunity to speak, you are going to have to hold your applause because we are not going to keep repeating names, all right. We just ask so we can expedite this so that the people who are in the audience can have an opportunity to speak. We understand you are supportive. Just when you come up supporting just say I agree with everything that Alderman Capra said and hold the applause. It really will help the process go a lot faster.

Is there any other public official in the audience that would like to speak?

ALDERWOMAN FARRELL: Yes, I would like to speak.


ALDERWOMAN FARRELL: Thank you for giving me the opportunity to speak. I am speaking to the Board and I am saying that I received many, many phone calls over the past few weeks asking me to speak against any more proposals or development in this particular area. I can’t understand why they aren’t looking more towards downtown. That is the place where we should have some more development. We don’t need it in the Buddington Road Area at all. We have plenty going on and plenty has been going on there.

I am opposed to this and the people that I
represent that have called me on the telephone night after night are also opposed to it. So I hope the members of the Board will consider that the public is not remaining silent on this. Thank you.

MS. PARKINS: Thank you.

Last call for Alderman Anglace.

ALDERMAN ANGLACE: Thank you. Bear with me. I had a prepared statement. I got too much in this envelope.

Okay. A few -- John Anglace.

A few comments about the presentation we just saw, just so that I don’t forget them and that they are on the record.

I believe that the applicant was trying to justify the residential use of the site to support the increased commercial industrial and office use. But it kind of appears to me that the residential use is going to go in first. There is nothing there to support it so that is like putting the cart before the horse, or the horse before the cart. I don’t see the logic.

The timeframe for the buildout, it’s got to take at least ten years for this thing to buildout. I just think that the residential use isn’t going to come until after. But apparently the residential is what they want to put in first, and I just don’t understand that concept. Maybe that is the driving
force. Maybe that is where the money is.

I don’t think -- the architect thinks this is a
great building. I’m sorry; I just don’t agree. I
just don’t see the aesthetics of that building. They
just don’t fit and I wish they would change it.

The physical impact; the $726,000, I believe
that was what you said was coming to the City of
Shelton in taxes; I don’t think we need it. I don’t
think right now or in the immediate future we need
it. I don’t want to say it in such a way to sound
like we are independent, but I think we are somewhat
financially and physically independent and I think we
can be a little bit more picky and choosey about what
we allow to come here. We are not hurting for the
tax dollars. We are not going to sell our soul for
the tax dollars. So --

We are in the throes of putting a new roof on
Sunnyside School that everybody knows about, maybe
over a million dollars. We are going to pay for that
out of the general funds surplus. So we’ve got the
money and we’re not hurting.

But I would like to read you my prepared
statement.

Along with Alderman Lynn Farrell, she and I
represent this particular zone where the zone change
has been requested.

I want to start to start by thanking Attorney
Dominick Thomas and the Principles of Shelter Ridge Associates for previously providing a well-attended public information session on the application here in the City. That is unheard of folks and we should appreciate it. That was well done and they deserve credit for it. And let nobody take it for granted. They stepped out of their way and nobody does that. They were good enough to do it and we appreciate it and we should appreciate it.

Lynn and I have had numerous constituent phone calls since that time from people who could not attend tonight’s public hearing who ask that we convey their thoughts, most of which have already been brought out here and will be brought out, I’m sure; that is why I wanted to wait until the end. Regarding traffic and traffic congestion; regarding the impact on the character and lifestyle of Buddington Road; regarding residential building height the correlation of Bridgeport Avenue to Route 1 in Milford; blasting impact; and the Mill Street scenic road impact.

Blasting impact, of course that wasn’t discussed in the presentation, but rest assure there will be some and we’ll have to deal with it, but that wasn’t presented.

I didn’t see -- in the traffic study I didn’t see the traffic numbers on the new development to
Bertucci's and that is going to be a problem. It is already a problem because we are already receiving complaints about traffic and they're not going to be able to get out onto Bridgeport Avenue from there. They are just not going to be able to take a left hand turn. What are you going to do about it? We've already had discussions with the State about this. So we have convinced them and they are going to take a second look at it. So that wasn't addressed.

However, one common thing that in order -- all the phone calls that we received that is worthy of mention tonight is that residence noted that once Planning and Zoning grants a Planned Development District, the public is thereafter excluded from any further say in the site development process. And what starts out as one concept development plan could drastically change along the way with the public being denied a say in that change.

It could take many years to build up this 121 acre site. It is not going to happen overnight. The Planning and Zoning Board decides to grant the Planned Development District may not be the same Planning and Zoning Board who makes future decisions regarding our lifestyle. The public is not willing to give up their say in the process. They want Planning and Zoning to stay with the LIP Zone that was planned for this area. They point out that this
LIP Zone designation will determine utilizing considerable Planning and Zoning, Conservation, Board of Alderman, and public time, effort and consideration.

One reason we have a public hearing on a request for a zone change is for our Planning and Zoning to hear from the public. And what the public is telling me is that they do not see sufficient public benefit to this application for this Planning and Zoning Board to negate the well thought out zoning decisions of past zoners and planners.

And in all fairness to Planning and Zoning, there's a lot of speakers so don't applaud. I don't need the applause. Thank you. Thank you just the same.

Permit me to address the specifics of the application to further make the public's case.

I quote from page 2 of the statement abuses and standards submitted by the applicant under paragraph 4, general requirements, subparagraph a, which addresses, quote, conformance to the Shelton Zoning Regulations, end quote. It says except as specifically provided in Section 6 herein, this proposed Planned Development District shall conform to all of the provisions and standards of the regulations pertaining to the LIP Zoning District. I don't know maybe I am misreading, but that sounds to
me like they can build the site as an LIP.

The case being made by the public is that they
wish to retain the LIP's own designation and that
this site can be developed in a manner acceptable to
everyone without the need to change the zoning. The
public will receive no benefit from such a zoning
change. The City will receive no benefit from such a
zoning change. The applicant does not need a zoning
change and can conform to permitted uses of the LIP
Zone to achieve his developmental objectives. I
remind you that the City is not in the business of
granting zone changes to enhance profit potential.

There are a few other issues I wish to mention.

The Statement of Uses and Standards in paragraph
3a calls for subdivision and separate ownership of
the proposed uses. This raises many questions of
site control and upkeep going forward.

The concept plan shows four traffic lights, two
on Bridgeport Avenue and two within the development,
with an indication that the City would take ownership
and maintenance of some or all of these lights. This
is not in the City's best interest.

There has been a city --- of the twenty lights
currently in the City we only own three, and there is
a darn good reason why we only own three.

There has been no mention of how parking
lighting and/or deliveries and services resulting
from commercial use would impact those Buddington Road neighbors who live in such close proximity to this site. Those neighbors need to be involved in the process in whatever form the development takes.

Your Board has a good track record of listening, of considering, and doing that which is right. We have every confidence that you will once again hear our pleas to uphold the integrity of the zoning you have created and I will trust that you will enforce it.

I thank you. And I thank the applicant for the

MS. PARKINS: Thank you, Alderman Anglace.

Just one clarification. Through this process if there is any major modification to the plan, it does initiate a new public hearing. So you had mentioned that there is no additional process for if there is any change in plans. It would initiate -- a major modification would initiate another public hearing, so just to clarify that.

Okay. Ladies and gentlemen, we have got ninety-two people scheduled to speak, so we’ll start calling those names now.

I would just state just again for the sake of time if somebody -- a previous speaker has already expressed some of your thoughts, to not repeat them and just to say that you simply agree with the
thoughts that have been said before.

So with that, I will open it up to Diane Jowdy, who is our first speaker.

Again, please just address the Board and the applicant will be taking notes of any comments or questions that are being raised.

MS. JOWDY: Good evening to the Board. I am Diane Jowdy on Mill Street. And I live in a house made of stone that was quarried on the property, and it doesn’t look like that.

I beg you to plan; I beg you to zone; I beg you to deny this project. Thank you.

MS. PARKINS: Thank you.

Sandra Mihalik.

MS. MIHALIK: Good evening. My name is Sandra Mihalik. I live at 12 Judson Circle.

When I first moved in twenty years ago, we did not have Enterprise Drive and all of that and through the years that was all built up. And I look out my backroom -- my backdoor and hey, I could see all of those buildings. And then at night you can hear the trucks just coming up to them to drop their deliveries; twenty years.

My husband and I loved when we moved here. It was like a little bit of heaven. I don’t want to be looking out my front door and looking at a big apartment building.
I do oppose what they have said and that's it.

Thank you.

MS. PARKINS: Thank you.

James Janson.

MR. JANSON: Madam Chairman -- or Chairwoman and members of the Board, my name is James Janson and I live at Great Oak Road.

When I moved to Shelton forty years ago, nobody promised or guaranteed me that I could change the existing zoning laws on my land to suit my winds or greed.

Just -- well the picture isn't up, but just north of this project, and it wasn't mentioned, but already on streets -- I believe it is Center Street that Bridgeport Avenue runs into before you get to the downtown area, we already have intersections with white lines painted in them to try and control the traffic grid that already exists in this area. That was not discussed. And this project will definitely affect that.

The traffic study -- the impact -- the traffic study was actually wonderful, but it did not discuss the impact of all of this construction on Bridgeport Avenue that is going to take months and probably years. Every one of those road widenings is going to backup traffic and cause congestion to no end.

Also, I have a problem with the fiscal impact
summary. For some reason everybody thinks that all of this development is going to lower the taxes in our City. Well if that was true, how come Bridgeport has the highest taxes in this area and not the lowest? All of this development is going to raise our taxes; it is not going to lower them.

Also, most of this property -- excuse me. There are three obvious reasons why this property has not been developed in the past. One: most of this property is on rock ledge. Two: this property is bordered by a 350,000 volt highline. It is also bordered by the Iroquois Gas line. There are many more reasons why this development should not proceed and here is just a few:

Traffic I am sure everybody will mention. Number two: has anyone done a study on how many square miles of homes, businesses and roads will need to be evacuated if the blasting needed to create this development ruptures the Iroquois Gas line and it blows up? Has anyone done a study on the highline - - on the EMFs off of the 350,000 volt highline that are going to affect the people and the permanent buildings that are right next to it?

I’ll leave all of the other problems to the rest of the speakers. I’m sure they will cover the rest.

Thank you very much.

MS. PARKINS: Thank you.
Judy Tillman.

MS. TILLMAN: My name is Judy Tillman and I live on Old Kings Highway and this project would be in our back.

I am against changing the zoning to the PPD.

Thank you very much.

MS. PARKINS: David Edgeworth. And then next would be Joseph Staurovsky.

MR. EDGEWORTH: Good evening, Commission. Thank you for this opportunity.

I have been a lifelong resident of Shelton. My name is David Edgeworth. I am also president of the Far Mill River Association. I fish and hike and do several cleanups along the Far Mill River all of the time.

The PPDs along the Far Mill River have seriously degraded its quality. There is lots of sediment running off into the Far Mill River from Enterprise Drive, Split Rock. If you put this in, it is going to be the death nail to the Far Mill River. That is one reason I oppose this PPD.

The other is it is going to create an unhealthy and unnecessary competition for our already companies and small businesses and mom-and-pop establishments that are in Shelton already.

And the PPDs seem to give developers far more power than the citizens of this City.
So for those three reasons I oppose this PPD.

MS. PARKINS: Thank you.

All right. So we have Joseph Staurovsky, then we’ll have Madeline Jowdy and Gregory Tetro.

MR. STAuroVSKY: All right. Joe Staurovsky, a long-time resident of Shelton on Judson Circle.

And like stated before the gentlemen that put on their proposal or their - - they talked a great game and that is because they get paid to do that. They didn’t come up and paint the doom and gloom. They want this to pass through. They are going to whitewash every issue that they could possibly whitewash.

They didn’t talk anything about what’s going to - - how are they going to damage the environment? How many thousands of pounds of high explosive is it going to take to level the top of that mountain? They didn’t talk about that.

They did talk about harvesting the rock to use on the façade of the building. That is blast rock to knock down the top of the mountain.

Mr. Thomas I think brought out before that - - wanted the Board I think to believe - - or the Commission, rather, to believe that they are already acquiescing or giving in because they are going to do away with the access to Buddington Road and knock down some of the parking spaces. I think this is
done by design rather than anything else just to show
we’re trying to influence the Commission and say they
are willing to work with the Commission. I think it
was done by design and not by flaw.

The traffic engineer, how are you doing?

Never mentioned, other than exits and onramps,
the limited access high Route 8, which unfortunately
now has the name “blood alley”. We have had probably
ten or twelve deaths within recent memory. And
traffic like electricity flows to the least path of
resistance. Any time there is a problem on Route 8
northbound or southbound, it flows onto Bridgeport
Avenue and leaches, leaches into everything else.
People just turn wherever they want to. He never
mentioned anything about human nature and how they
drive. We are just talking about traffic in general.

So again, if you haven’t found out by now, I am
definitely opposed to this. Please don’t be fooled
by this. Again, Mr. Thomas mentioned that the
developers want to -- or seemingly want to be
involved with helping the town with their tax base
and fortifying the (inaudible). They’re not --
please believe me, they are not a nonprofit
organization. They didn’t just pick this parcel of
property and say hey, we are going to help Shelton
generate funds and taxes. They are in it for the
money, believe me. They are not just showing up here
to help everybody else.

Thank you for your time.

MS. PARKINS: Thank you.

Madeline Jowdy.

MS. JOWDY: Good evening, Madam Chairwoman, members of the Board, residence of Shelton --

MS. PARKINS: Please address your comments to the Commission.

MS. JOWDY: My name is Madeline Jowdy and I am third generation 104 Mill Street.

Thank you so much. Thank you so much. Thank you so much for allowing us to come to express our opposition to the proposed zone change from R-1 and PDD -- excuse me -- from R-1 and LIP to PDD. I oppose this zone change for three reasons.

It is a beautiful evening here in Shelton, Connecticut. How many of you would rather be walking the Paugussett Trail with your families? The Paugussett Trail that runs through the top ridge portion of this -- of this proposed parcel. I know that is where I would rather be. I have been walking the Paugussett Trail since I was a little kid to the power lines. Well, the power lines weren't there when I was a little kid. But I would walk the trial when I was young. I walk the trail now with my own children. That would be the fourth generation of 104 Mill Street. And I don't know about you, but it is
an amazingly beautiful parcel of land. It is a beautiful and special parcel of land that holds a lot of secrets.

One of my favorite secrets, one of my favorite special places, is an underground stone root cellar. It is this really cool place that my kids love that is kind of a secret place along the trail.

Well in the information session that we had last month with the developer I asked Mr. Swift here you know what would become of that lovely little structure, and he pointed to the corner of the parking lot of the residential tower.

Number two: how many of you instead of being here would rather be in Huntington or Downtown Shelton a nice meal at Caloroso or any of the other restaurants down there and then walking the waterfront? I would rather be doing that. I think that this proposed level of development, this lifestyle center, ignores the fact that we already have a lifestyle center in Downtown Shelton. And it is connected to transit; it is connected to buses and it is connected to a train in Derby and to New York City and Waterbury. And frankly, this Downtown Shelton lifestyle center could use a lot of love. It could really use a lot of these shops and restaurants and even you know the residential living situation; it could really use that.
Third, plainly, how many of you would rather just simply be sitting in the backyards of your R-1 Zone residential one-family homes sitting in your backyards having a beer, listening to the birds, unwinding? These are your homes that are -- our homes that we've built our whole lives working for, paying for and striving for.

I urge you to reject this zone change on the basis that it would utterly destroy the colic nature of this community. And this is the community that serves an entire art from Bridgeport Avenue up along Buddington Road, down Judson Circle, and all of the way through Mill Street.

And finally I just want to let you know that there's a community, a (inaudible) Facebook community; it is SOS, Save Our Shelton. We started this community on April 2nd; that is seriously not a joke. We started it after the initial planning session with the developers. On April 2nd we had something like 17 views and two likes. I slapped up a picture of this building, and no offense to the architect but it's hideous. I got -- we got 175 views and 30 likes and tons and tons of comments. I'm sorry, but none of them were very flattering, to say the lease. Fast forward to today, April 27th, and on Save Our Shelton we have outlined all of the plans for this proposed development center. As of this
morning we have 875 views and 375 likes.

Thank you so much for your time and
consideration.

MS. PARKINS: Thank you.

Okay. So we have Gregory Tetro and Diane Socci-
Tetro and then Michael Doklan.

MR. TETRO: Good evening Chairwoman and Council
Members.

A few things I want to go through that -- I
started out with a lot of ideas and a lot of those
were already presented. But fortunately the
developer and his people gave me a lot more ideas to
help me.

There is mention of the traffic study and what
is going to happen to traffic. What I see when I go
down Bridgeport Avenue right now is a little crowded
at times, but not terrible. But I also see three
different memorials of people killed on Bridgeport
Avenue, okay, three, and those happened within two
years. On my street on Buddington the bridge culvert
in front of my driveway knocked over by a car, and
you can go to the SOS site and you'll see a picture
of the car and you'll see a picture of the car. In
fifteen years, nothing done.

Two/two and a half years ago you go further down
across from Grace Lane you'll see another bridge, a
much bigger bridge, knocked over. It is a very windy
road; it's a very rural area. And they are trying to
develop this into something it was never meant to be.

Okay. So Bridgeport Avenue is dangerous, at
best, now. On the times when traffic is low, it is
going to be a drag strip with that many lanes. How
are they gathering all of this property? They are
taking more property to build more lanes. Is it
given for free or is the State giving this up? They
are going to take that to put more and more lanes.

I also looked at some of the market trends. The
reason why the whole key to this is the multi-family
is multi-family prices are trending upward, upward
greatly. If you looked at office prices, they are
dropping. If you look at industrial, pretty much
flat. Retail, pretty much flat. The whole key to
this is to get that large multi-family of renters who
have no vested interest in the Town of Shelton, no
vested interest at all.

I hear of a thirty-five-foot atrium. I hear
about an Olympic pool and I hear about a rooftop
setting. That rooftop setting where everyone is
playing music, that music is going to blare
everywhere. It is the highest plane over on the Mill
Street Area. People are going to watch people have
fun.

I hear the reduction of parking spaces. It is
easier to have weeds than it is to have pavement.